



Environmental Quality Board

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By e-mail and U.S. Mail

October 19, 2004

Pamela Jo Rasmussen
Permitting Analyst
Xcel Energy, Inc. – NSP
P.O. Box 8
1414 W. Hamilton Avenue
Eau Claire, WI 54702-0008

RE: Docket MEQB No. 03-73-TR-Xcel

Dear Ms. Rasmussen:

Here is information request No. 10 regarding the Split Rock to Lakefield Junction 345 kV and Chanarambie to Nobles County 115 kV transmission line project.

You may respond by e-mail, but please also provide a response in writing by November 12, 2004 if possible so the information can be included in the draft environmental impact statement for the project. Please indicate the above cited docket number, the corresponding request number and the respondent's name and title in your response. If your response contains Trade Secret data, please include a public copy. If you have any questions or problems providing the requested information, please contact me at 651-296-2096.

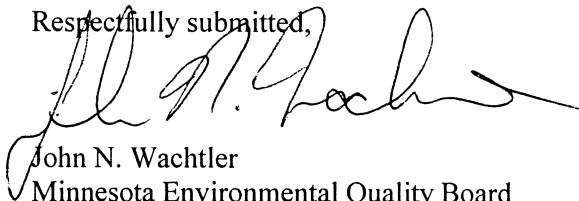
Request No. 10

Some route segments under evaluation require additional engineering analysis to adequately assess impacts, and may require a more restricted corridor width than requested should they be selected for the final route. Please prepare additional evaluation of the following areas:

1. **Route segment I8** in the area near Post's house on I-90 in Section 18 of Ewington Township in Jackson County (Map B.17). Please evaluate the approximate cost and feasibility of crossing I-90 to the south side and then crossing back to the north side before or at the point that crossing segment C6 connects to segment I8.
2. **Route segment I5** in Nobles County just west of Adrian, near some residences and rest stops (Map B.10). Please provide an initial evaluation of the cost and feasibility of crossing I-90 so as to be on opposite side from residences in that area, as well as more detail regarding the feasibility of rerouting the existing 69-kV line if this route is used.

3. **Route segment I5** on I-90 south of Luverne (B.8). Please provide more detailed evaluation of which side of I-90 is preferable in this area, including an evaluation of how to best avoid conflicts with this expanding industrial area.
4. **Route segment W6** along 91st street in front of Post's house at MP32 (D.11). Please assess the feasibility and cost of consolidating a new 115-kV line with both the existing 69-kV line and the feeder line on one set of poles on the north side of 91st street should this route be selected.
5. **Route segment W6 (D.11)**. Some residents are requesting a more narrow corridor width than Xcel has requested the area between 10th Avenue and the County Line Avenue, and some have expressed a preference for using County Line (although not the resident on that road). Please provide more detail regarding what type of consolidation with the feeder lines or other transmission lines is possible, and what considerations need to be taken into account, including access to the substation. Please note that I am not requesting that the detailed engineering analysis be completed now, just more information on what the possibilities are for consolidation. The issue here is whether it is possible or desirable to complete more detailed design work and have more discussion with local residents now, before the route permit is issued. Or whether it is better to defer detailed discussion with local landowners on exact route until after permit is issued. One possibility is to narrow the potential corridor somewhat, but still allow flexibility in final detailed design.
6. **Route Segment E5 (D.11)**. Please provide additional detail regarding which side of the road the new 115-kV would best be placed if that route segment is selected, and the potential for consolidation of new line with the existing feeder lines.
7. **Route Segment J5 and J6**, added in the scoping decision. Both of these route segments, as described in the scoping document, would include a wide corridor in the route permit in order to allow Xcel Energy to work out the best detailed route with nearby residents and landowners should the route segment be chosen by the EQB. However, more detailed review by your engineers would be helpful now in order to provide an initial assessment of the feasibility, cost, and potential routes in these areas.

Respectfully submitted,



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